

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
Chinese OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$15  
per annum. Postage to any part  
of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1867

THE  
DIRECTORY & CHRONICLE  
FOR 1908.  
Complete Edition .. \$10.00  
Small .. .. . 6.00  
Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers

No. 15,670. 號十七百六千五萬一第 日一十月六年四十三緒光 HONGKONG, THURSDAY, JULY 9th, 1908. 四拜禮 號九月七年八零百九千一英港香 PRICE, \$3. PER MONTH.

**WATSON'S**  
EFFERVESCING  
**LIVER SALT**  
Highly Recommended for all Derangements  
of the Stomach and Liver.

**A. S. WATSON & CO.,**  
LIMITED,  
THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.35 per bag ex Factory  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908.

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, Ltd.  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods  
G. K. HAXTON, Manager.  
Hongkong, 1st April, 1908.

**A. TACK & CO.,**  
26, DES VOGES ROAD, CHATELAIN.  
JUST LANDED A LARGE STOCK OF  
WRITTEN AND WAINWRIGHT  
PLATES.  
**EASTMAN'S KODAKS and FILMS.**  
DEVELOPING and PRINTING  
UNDERTAKEN.  
Hongkong, 4th March, 1907.

**MITSU BISHI GOSH KAISHA**  
(MITSU BISHI CO.)  
**COAL DEPARTMENT**  
MARUNO-UCHI, TOKYO.  
Cable Address, "IWASAKI,"  
which applies to all Branch Offices.  
AT ABC 5th Ed., Western Union Codes used  
All Letters to be Addressed to:  
MANAGER, MITSU BISHI CO.

BRANCH OFFICES:—  
NAGASAKI, MOJI, KOBE, KARATSU  
SHANGHAI, HONGKONG, &  
HANKOW.  
AGENTS:—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. SHANING & CO.  
MANILA: Messrs. MAGONDRAY & CO.  
SOLE PROPRIETORS of Takashima  
Ochi, Namatsuta, Shinnew, and Hojo Collieries  
and  
Sole Agents for MIYAO and KISHIDAKE  
COALS.  
Y. SHIBUYA, Acting Manager,  
161 No. 2 Pedder Street, Hongkong.

**PEAK TRAMWAYS COMPANY,**  
LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m.  
7.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 10 minutes.  
NIGHT CARS.  
5.45 p.m. to 9.00 p.m. Every 15 minutes.  
9.00 p.m. to 11.15 p.m. Every 15 minutes.  
SATURDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, Alexandra Building, Des Voeux  
Road Central.  
JOHN D. HUMPHREY & SON,  
General Managers.  
Hongkong, 9th May, 1907.

**DENTAL HYGIENE.**  
Antiseptic Aids to the Maintenance of Personal Health.  
**LISTERINE**  
The Standard Antiseptic Preparation  
THREE SIZES \$0.70, \$1.25 AND \$2.00.  
**LISTERINE TOOTH POWDER**  
A Frictionary Dentifrice for Employment in Conjunction with Listerine  
70 CENTS PER BOTTLE.  
**LISTERINE DERMATIC SOAP**  
An Antiseptic Detergent  
70 CENTS PER TABLET.  
LISTERINE  
AND  
LISTERINE SPECIALTIES  
FOR SALE BY

**WATKINS LIMITED.**  
CHEMISTS AND DRUGGISTS,  
STERILIZED WATER MANUFACTURERS  
31, Queen's Road Central.  
Hongkong, 12th June, 1908.

**CUTLER, PALMER & CO.,**  
WINE & SPIRIT MERCHANTS,  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA  
ESTABLISHED 1815.

BRANDY	★★★★	\$22.50
"	★★★	20.00
"	★★	17.00
WHISKY, FINE MALT		20.00
"	JOHN WALKER & SONS'	
"	OLD HIGHLAND	12.50
"	C. P. & CO'S SPECIAL	
"	BLENDED	10.50
PORT WINE, INVALIDS		20.00
"	DOURO	13.50
SHERRY, FINE SUPERIOR		14.75
"	LA TORRE	16.00
"	OLD EAST INDIA	18.50
"	AMOROSO	20.00
"	ROYAL AMONTILADO	23.00
"	CURIO SOLERA	26.50
BENEDICTINE, D.O.M.		Qts. 40.00 Pts. 42.00

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
HONGKONG AGENTS.

**LANE, CRAWFORD & CO.**  
(TELEPHONE 97).

JUST RECEIVED  
NEW STOCK OF  
**FANCY SOCKS**  
LATEST COLOURS AND DESIGNS.  
**SILK NECK WEAR.**  
**STRAW HATS.**

**LANE, CRAWFORD & CO.**  
Hongkong, 9th July, 1908.

**MIYASAKI & CO.,**  
COAL MERCHANTS.

HEAD OFFICE:—Sakayemachi, Kobe, Japan.  
BRANCH OFFICES:—Nishinobashi, SHIMONOSEKI, Japan, and HONGKONG.

CABLE ADDRESS:—  
"MIYASAKI," applying to Head Office and Shimonomaki Branch.  
"YUTAKA," applying to Hongkong Branch only.  
A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order for  
**JAPAN COALS.**  
Y. KUBO, MANAGER, HONGKONG.  
No. 5, Queen's Road Central.  
Hongkong, 27th November, 1907.

**FOR BATHING PARTIES.**  
BLACKBERRY BRANDY,  
CHERRY WHISKY,  
CHERRY BRANDY,  
CHERRY GIN,  
ORANGE GIN,  
PEPPERMINT.  
TELEPHONE No. 75.  
CALDBROCK, MACGREGOR & CO.,  
Hongkong, 3rd July, 1908. Wine & Spirit Merchants.

**BREWER & CO., LIMITED.**  
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.  
TELEPHONE No. 698.  
BRASSY'S Naval Annual, 1908 .. \$10.50  
Shooting in China, by J. R. Jernigan .. 5.00  
Illustrated with 12 Photographs ..  
Social Shanghai Special Race Number .. 1.00  
May .. .. .  
The Coming Struggle in the East, by .. 10.50  
Putnam Weekly .. .. .  
The Truce in the Far East, by Putnam .. 10.50  
Wells .. .. .  
The Re-Shaping of the Far East, by .. 20.00  
Putnam Weekly .. .. .  
Reed's Engineer's Hand-Book .. 9.50  
Reed's Flags and Funnels .. 3.10  
Leak's Refrigerating Machinery .. 4.00  
Pan .. .. .  
What Booms of Pim .. .. .  
Hollingshead on Bridge .. .. .  
Reed's Book on Bridge .. .. .  
A. B. C. of Bridge .. .. .  
Manchu and Muscovite, by Putnam .. 8.25  
Wells .. .. .  
Indiscreet Letters from Peking, by .. 6.50  
Putnam Weekly .. .. .  
Kingday's Heroes .. .. .

**THE TOR HOTEL LIMITED, KOBE.**  
A STRICTLY FIRST CLASS HOTEL.  
Accommodation for 200 Guests.  
Large and spacious Outside Rooms only.  
Telephone & Bell system.  
French Chef de Cuisine.  
Cold Storage.  
Vintage Wines.  
Extensive Gardens and Pleasure Grounds.  
Magnificent View over the whole Town, the Harbour, Awaji, the Entrance  
to the Inland Sea, and Osaka Bay.  
European Representative meets all Steamers.  
Tel. Add.: "TOR" KOBE. W. A. MARTIN, Manager.

**KELLY & WALSH, LTD.**  
FROM PEKING TO MANDALAY.  
A Journey from North China to  
Burma through Tibetan, Szechuan  
and Yunnan, by R. F. Johnston;  
Illustrations of Map .. \$13.00  
Life of Sir Halliday Macartney, by .. 27.00  
D. O. Boulenger .. .. .  
Kalanata, A State of the Malay  
Peninsula, by W. A. Graham .. 4.50  
The Tragedy of Korea, by F. A.  
Mackenzie .. .. .  
The Trade and Administration of the  
Chinese Empire, by H. B. Morse .. 5.00  
La Question d'Extreme Orient, by .. 4.00  
E. Driant .. .. .  
Americans in Japan, L'Emigration  
aux Etats-Unis, California Canada &c.,  
by L. A. Hubert .. .. .  
Horn D'Europe, by A. Michie .. 2.50  
Navigation of Ships in a Fog, by C. D.  
Wilkinson and J. T. Douglas .. 5.00  
A MAP of the SUN ON DIS-  
TRICT INCLUDING HONGKONG,  
KOWLOON and THE NEW  
TERRITORY and Showing all  
the Paths, Roads, Passes, Railways,  
Contours and Soundings. Names  
in ENGLISH and CHINESE.  
Scale 1 in. to 1 Mile .. 5.00  
Brassay's Naval Annual .. .. .  
The Paris Salon .. .. .  
The Islands, by Veronic .. 1.00

**THE "DADE" LOOSE LEAF**  
ACCOUNT BOOKS.  
TRADE MARK  
TEN YEARS OLD.  
\$14 PER DOZEN.  
BOTTLED IN SCOTLAND  
FROM THE  
ORIGINAL RECEIPT OF 1746.  
SOLE AGENTS:  
**LANE, CRAWFORD & CO.**

**ON SALE**  
A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG  
For Demand Drafts on London on the day of  
or preceding the departure of the English  
Mails; also Table of the Yearly  
Approximate Averages for 34 Years  
FROM 1874 to 1907.  
Price: \$2. Cash. On sale at the "DAILY  
PRESS" Office, or Local Booksellers.

**VISITORS TO CANTON.**  
FROM HONGKONG TO CANTON,  
BY THE PEARL RIVER.  
BY  
CAPTAIN C. V. LLOYD (a.s. "FATHAN")  
With Illustrations, Maps and Plans.  
Price .. .. . \$1.50  
On Sale at—  
Hongkong: "DAILY PRESS" Office,  
Messrs. KELLY & WALSH,  
Messrs. W. BREWER & CO.,  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1903.

**INSURANCE**  
THE STANDARD LIFE OFFICE.  
SPECIAL ADVANTAGES.  
AMONG others are the following:  
(1) Immediate acceptance and issue of Policy  
No provisional acceptance or reference to  
Head Office.  
(2) Claims and Surrenders paid, and LOANS  
ADVANCED on the spot without  
reference home.  
(3) Liberal Paid-up Policies, Surrender and  
Loan values.  
(4) Immediate reduction to Home Rates upon  
leaving the East either permanently or  
for a short period.  
(5) Exceptionally liberal conditions for  
payment of premiums in arrear.  
(6) Premiums may be paid in half-yearly or  
quarterly instalments without any  
addition.  
DODWELL & CO., LD.,  
Agents.  
a1022-5

**HONGKONG HOTEL**  
FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons  
Well Furnished Reception Rooms  
Private Bar and Billiard Room for Hotel  
Residents  
Electric Lifts to each Floor.  
Electric Lighting and Fans  
Telephones on every Floor.  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS.  
a39 A. F. DAVIES, Manager.

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th July, 1905. a757

**"KINGSOLERE,"**  
PRIVATE HOTEL.  
APPROX. FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 134.  
Telegraphic Address: "KINGSOLERE."  
ELECTRIC LIGHT, HOT AND COLD WATER  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, MRS. G. SACHSE.  
a1

**"BRASSIDE,"**  
PRIVATE HOTEL.  
STANDING in its own grounds with Tennis  
and Croquet Lawns, Large airy and  
well furnished Bedrooms, every home comfort.  
Fine View of the Harbour, Heligood, Tsim  
Shi for the Summer Months. Telephone No. 690.  
Apply to— Mrs. F. W. WATTS.  
"Brasside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. a540

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
city of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (a.s. Sun An and Sun Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA"  
For Terms, apply to  
a216 THE MANAGER

**MACAO HOTEL.**  
SPECIAL REDUCED SUMMER RATES  
For Day \$4 to \$7 according to Room selected  
Week \$25 to \$40 do do do  
Month \$80 to \$110 do do do  
Week ends—Saturday afternoon to Monday  
morning—\$7 to \$10.

Two persons occupying one room, will be  
charged a rate and a half only.  
Children under 12—half rates.  
SPECIAL TERMS FOR FAMILIES.  
Excellent Cooking by AN CASANO, for over  
seventeen years Chief Cook with the  
late Mr. J. W. OSBORNE.  
a912 M. FARMER,  
Proprietor.



## INTIMATION

A. S. WATSON &amp; CO.,

LIMITED

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY  
THE GOVERNOR & HOUSEHOLD.

WATSON'S

Genuine Double Distilled

TOILET

BAY RUM

Delectable after Shaving.

WATSON'S

SHAMPOO  
POWDERS

Highly Recommended.

Cleanse the Scalp and Impart a Rich  
Brilliance to the Hair.

WATSON'S

HOUSEHOLD  
AMMONIAFor the Toilet and Bath. Refreshing  
and Invigorating.

WATSON'S

PURE CARBOLIC  
SOAPS5 per cent, 10 per cent, and 20 per cent.  
[for the Toilet and Bath.]A. S. WATSON & CO.,  
LIMITED.THE HONGKONG DISPENSARY,  
ALEXANDRA BUILDINGS.

Hongkong, 1st July, 1908.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news column  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
resses with communications addressed to the  
Editor, not for publication but as evidence of good  
faith.All letters for publication should be written on  
one side of the paper only.  
No anonymous signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS.  
Cable: A.S.W. 5th St. 4th Floor.  
P. O. Box, 84. Telephone No. 12.

## BIRTH.

On July 1st, Shanghai, to Mr. and Mrs. J. A.  
TAYLOR THOMAS, a daughter.HONGKONG OFFICE: 10A, DES VROUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 9TH, 1908.

The utter failure of a parliamentary régime in Persia, was perhaps in most quarters not entirely unexpected. There are, of course, two accomplishments absolutely necessary for the success of Parliamentary Rule; it needs the intelligent understanding of both Sovereign and People, and both these, it is hardly necessary to mention, were conspicuously absent in Persia. Russia may be quoted as another instance of a very similar failure, in both cases the cause of the breakdown proceeding from the same cause, the utter want of understanding of the workings of the parliamentary machine, on the part of both rulers and ruled. In the days of JOHN STUART MILL, a politician of as little practical experience of men and measures, as the SHAH OF PERSIA himself, Parliamentary Government was to be the great panacea for all the political ills to which humanity is subject. "Have you J. S. MILL on 'Liberty'?" asked once in the presence of the writer an applicant at a leading library. "The reply was characteristically and markedly the general trend of feeling at the period:—No, Sir, but we have Parliamentary Government." The two were evidently interchangeable conceptions in the mind of the young lady who presided over the issue of books. This misunderstanding of the objects and limitations of parliament was conspicuous in the first Duma summoned by the Tsar. In the sovereign's mind, the doctrines of J. S.

MILL kept continually jostling the Romanoff idea of autocracy, and prevented most effectively any definite scheme being drawn up. At last in desperation, and shutting his eyes to the possible, or certain result, the Tsar gave the word for the assembling of the first Duma. It promised to be the story of the "Constitutional Assembly" over again. No rules had been evolved to direct proceedings, and no one knew what to do, or how to do it; while with the exception of general discontent, no two individuals' opinions coalesced on any point. A scene of wild confusion was the natural result, and the Tsar's responsible advisers found it necessary to counsel the dissolution of the House, even by violence, if necessary. The Duma sullenly yielded in the face of the military preparations made, and a second was elected with little better results, and dissolved without having done any better than attempted to impeach the ministers. It was clearly evident that no parliament chosen in the promiscuous way in which these Dumas had been could be expected to succeed.

It is characteristic of the state of decay into which the Government of Russia has fallen that instead of making proper regulations for the election of the third Duma, which the advisers of the Tsar felt had become a necessity, the unconstitutional and irregular method of directly forcing the choice of representatives was had recourse to. The event seems, however, to have been fairly successful, and the House by timid steps it is true, has proceeded to business, and its advice has been, nominally at least, accepted by the Government. This, however irregularly it may have been arrived at, is perhaps a subject for congratulation. The great thing needed was to have an influential council outside the regular ministers, who are at best compelled to be mere creatures of the Tsar. The election of a parliament is perhaps the least important part of its constitution. Granted that it is independent, any two or three hundred men selected at random, the more at random the better, can be worked, or can work themselves into an efficient council. At all events while not openly contradicting the government, the Duma has been sufficiently independent to make its influence felt, and having accepted its help in matters of finance it would seem to be difficult for the Government to dispense with it in future.

When we come to look back to Persia, there seems no glimmer of hope whatever; from the very beginning the SHAH has been plotting secretly against his newly called Parliament, and the principal members of the Parliament have in an equally underhand manner been plotting against the SHAH. Worst of all in this contest of plot and counterplot neither SHAH nor Parliament has taken the slightest thought of the country; the contest is not even one of party, much less of policy, but an ignominious squabble for the power, and above all the emoluments of office. Neither SHAH, Parliament, Army, nor People have in fact any higher aim than personal pelf. All this, we can readily see has a not unimportant effect on Chinese politics. Seeing the disastrous effects of an attempt to introduce parliamentary rule by its neighbours the Government itself, which was the first to contemplate its establishment in China, is without doubt beginning to doubt its utility. Its commissioners sent abroad to study European and American constitutions have been by no means unanimous in recommending their introduction into China; yet of all countries in the world China was at least one of the very first to appreciate the duty owing by the State to the individuals of whom it is composed. This has always been the theory, and at China's brightest moments has been the practice of the Empire, and in this respect China stands an immeasurable distance ahead of her Asiatic compeers. Be not content, the Shu King advises the prince, at studying your reflection in the mirror; look rather at the countenance of your subjects, for there you will see the reflection of your own actions. It is true that the Government of China has at all times paid little attention to these lofty precepts, and that at the present time it stands prominent for corruption. Amidst all it is however noteworthy that the people themselves have always preserved the precepts in their minds, and from time to time have shown their ability to act on them; it may well be not always wisely. We have witnessed not a few of these misdirected efforts of late years, where the feelings of self-restraint inculcated in these moral precepts of the old sages have by evil minded and designing men been turned to the worst purposes. We may instance the Boxer trouble of eight years ago, undoubtedly proceeding from a misapplication of moral principles deeply imbedded in the mind of

the nation, and which in the hands of evil designing men were turned to the worst purposes. We have seen a spirit of the same nature late, fanned into mischief and wrong in the City of Canton, and we see designing men turning to wicked and senseless ends the national longing of the Chinese as a nation to recover their former independence in the face of the world. China has in fact, while preserving in her moral code, these exalted precepts, by long continued apathy, and political slothfulness suffered them to fall into disuse, so that they have in a manner become atrophied, and this is the great danger under which she lies. She would do well, but she has lost the power of converting her good intentions into action. Whether the first results of obtaining Parliamentary Government would result in strengthening politically and commercially her position as a nation, or would result in her utter downfall, like Persia, is one of those questions that can only be decided by actual experience. Under wise counsels, and tempered by discretion and experience, there can be little doubt of China's capacity; but the important question arises, can she depend on obtaining these wise counsellors, and the necessary discretion to carry her safely through the preliminary period of temptation?

Only three cases of plague occurred during the twenty-four hours ended at noon yesterday.

Business with the sharebrokers must be bad. There has not been a single change in the quotations on the Stock Exchange for two days.

Mr. J. W. Innocent, lately Deputy Commissioner of the Interior Staff of the Imperial Maritime Customs in Shanghai, has been appointed Acting Commissioner at Ningpo.

An Indian deserter from the Shanghai police was arrested at Hongkong on Tuesday and brought before the magistrate yesterday. He was remanded pending identification.

Ten Chinese were convicted at the Magistracy yesterday of the theft of seven bags of rice from a German ship in the harbour and were each sentenced to fourteen days' imprisonment.

The Gymkhana, under the auspices of the Hongkong Gymkhana Club, which was originally fixed for last Saturday, takes place at the Racecourse, Happy Valley, next Saturday afternoon.

The latest census of the Japanese population in Korea shows a total of 1,042,121. The figures show an increase of 17,137 in twelve months. The number of Japanese houses in Korea is returned as 29,126.

Two Japanese stowaways were found on the "Nikko Maru" on arrival at Hongkong from Nagasaki. They were brought before Mr. Wood at the Magistracy yesterday and fined \$30 each.

"L'Echo de Chine" states that the Swiss Government is negotiating with the Government at Peking with reference to the contemplated appointment of a Minister and Consul to represent the Helvetic Republic in China.

Among the passengers by the "Wakasa Maru" which left yesterday morning at daylight was Mr. T. Wright, who after four years' service as Editor of the "Daily Press" is returning to England.

The Peking Government has wired to the Viceroy of Szechuen and also to the Imperial Resident of Tibet instructing both of them to raise funds for the opening of the trade route of Tibet and for the construction of the Szechuen-Tibet Railway.

The Russo-Chinese Bank has appealed to the Full Court against the recent decision of the Chief Justice saddling the Bank with responsibility for the misappropriation of \$10,961.36 by a comrade. The appeal is made on the ground of misdirection of the Jury. The hearing was commenced yesterday and a report of the proceedings will be found in another column.

Dr. F. Kruger, formerly German Consul at Hongkong, and now German Consul-General at Seoul, has been touring in Manchuria. He returned to Seoul on the 27th ult. Dr. Kruger expects to be going home early in August on a furlough of six months. During his absence, the Consulate-General will be in charge of Dr. Wendelshuch, Vice-Consul at Manlia.

Mr. M. H. Hassanoff, partner and manager in the firm of Omnid & Co., tea merchants, Shanghai, committed suicide last week by shooting himself through the head with a revolver. Deceased had been ailing for some time and was being medically attended. He left a letter saying that he was tired of his life and intended to do away with himself.

The proprietors of opium houses in the International Settlement, says our Shanghai morning contemporary, are evidently bent upon making hay while the sun shines. They reported that since the opening of the new year per cent of the houses on the lot instant, the owners of the remaining houses have increased the price of opium. The reason is obvious—while the number of holders of licences to retail opium is decreased by twenty-five per cent, the demand for opium and the number of consumers remains approximately the same, and licences, with a maximum of eighteen months and minimum of six months in which to carry on their present occupation, naturally wish to make the most of their opportunity.

Judge Tracy and Judge Carson, of the Manila Supreme Court, are at present in Hongkong.

Commander Rush, of the "Wilmington," who has been in the Peak Hospital indisposed, is now out again.

The number of Japanese flocking into Manchuria increases each month. Last March 24,037 names were registered of whom 22,684 were men and 1,353 women. These figures show a great increase on the number which arrived during February. During March 5,621 Japanese left Manchuria, which is 192 less than in February. Of the arrivals in March 696 were classified as merchants and 698 as workmen; the occupations of the remainder were not recorded.

A clever capture was effected by a Chinese detective on Tuesday. His attention was attracted to the luggage of a Chinaman on board the "Shun Lee" and making an examination of a trunk he found that it contained a false bottom in which were secreted 72 rounds of ammunition and three revolvers. The defendant, who has just returned from America and was making his way into the interior, appeared before Mr. Wood at the Magistracy yesterday. The arms and ammunition were confiscated and a fine of \$50 imposed.

A Nanking telegram to the "N.C. Daily News" states that Mr. A. H. Collinson, until recently Engineer-in-Chief of the Shanghai-Nanking Railway, has been appointed, by Viceroy Tuan Fang, Advisory and Consulting Engineer of the Liangkiang Province. Our contemporary remarks that general satisfaction will be felt that the eminent services of Mr. A. H. Collinson, the engineer of China's premier railway, have not been lost to the country. Viceroy Tuan Fang's shrewd selection places a distinguished engineer and an able organizer at the head of all railway, and, presumably, mining enterprises in the three provinces of Kiangsu, Anhui and Kiangsi.

The "Manchuria" on the journey from San Francisco brought over 30 Chinese who belonged to the 1000 coolies who were kidnapped by the a.s. "Maori King" and who made the famous voyage which formed the subject of so much sensational litigation a month or two ago. They are understood now to be looking for the men who caused them to be kidnapped. Most of their companions in the terrible adventure are said to be dead or to have disappeared, and these men have managed to return to China only because they were lucky enough to escape over the Mexican frontier into U.S. territory. They were then arrested by the American authorities who listened sympathetically to their story, and sent them back to this country in the "Manchuria."

There was an official dinner at Government House last night at which the following were present:—Mr. and Mrs. Abbott, Captain and Mrs. Ryley, Mr. and Mrs. L. G. Bird, Captain and Mrs. Beer, Captain and Mrs. Finch, Mr. and Mrs. Coke, Mr. and Mrs. Gedge, Mr. Tolmanson, Mr. Murray Scott, Mr. and Mrs. H. A. Stewart, Dr. and Mrs. Forsyth, Mr. P. Krumer, Mr. H. C. R. Hancock, Mr. and Mrs. Hallifax, Rear-Admiral and Mrs. Stokes, Mr. Blanchflower, Mr. H. P. White, Lt. Comde Bridgman (H.M.S. "Bramble"), Mr. and Miss Forster Nicholson, Mr. Denny, Col. and Mrs. Glover, and Mr. S. B. C. Ross. The following were unavoidably prevented from being present:—Capt. Boland (S.M.S. "Jaguar"), Comdr. Ross (S.M.S. "Taungtan"), and Colonel and Mrs. Carter.

An action has been filed in H.B.M.'s Supreme Court at Shanghai by Mr. J. C. Douglas, of the law firm of Home and Douglas, against Messrs. D. Landale, A. McLeod, E. C. Pearce, C. W. Wrighton and H. A. J. Macray, as directors of the Shanghai Hongkong Wharf Company, calling upon them to supply to the plaintiff as a shareholder in the Company certain particulars regarding the Company's business. The writ, as filed, is in the following terms:—Plaintiff asks for an order by the Court that defendants do deliver to him particulars of all details specifically affecting property of the Shanghai Hongkong Wharf Company, Limited, and more especially particulars of the agreement between the company and the present manager, Messrs. Jardine, Matheson and Company, Limited, and that the defendants do submit the said agreement for inspection by the plaintiff. The case is expected to come up for trial this week.

Prince Ita, the Resident-General at Seoul, is being criticised by Seoul correspondents of the Japanese papers for confirming the Collbran-Eastwick Development Co. in the possession of an important copper-mine concession at Kapsan, North Korea. When the mining law was brought into force recently it appears that several applications were received for this concession from Koreans and Japanese, but prior to this Mr. Collbran had produced to the Resident-General a license granted by the Emperor Father (then the Emperor) in February, 1905, insinuating that he had already obtained the Kapsan mining concession. The Korean Government were, however, unaware of the granting of the said license and held that it was by no means a legal right. Such privileges had hitherto been also enjoyed by Japanese and Koreans, and the Resident-General, acquiescing in this, had Mr. Collbran alone made a protest to the Resident-General, through the U.S. Embassy in Tokyo. The matter thus became a diplomatic question between Japan and America, and has been pending for the past three years. It has now been settled in Mr. Collbran's favour and one Japanese newspaper complains that the Resident-General has more than once sacrificed mining privileges in order to win the favour of Foreign Powers towards Korea.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE "AGENOR" CASE.

Tokyo, July 8th.

Judgment was delivered in the "Agenor" case. The appeal of Lewis and Hill was quashed and they were ordered to pay Frazer 22,700 yen in respect of the loss of ship and cargo.

[RUSSIAN SERVICE.]

## RUSSIA.

London, July 6th.

The Duma has approved the Government's proposals for the establishment of Consulates-general at Harbin and Mukden, Consulates at Kirin, Tsitsihar, and Dalny, and a Vice-Consulate at Kwantchen.

A joint committee of the Council of the Empire and Duma, have failed to reach an agreement on the vote for battleships, and the government therefore applies a clause in the Constitution repeating last year's estimates which made provision for battleships.

## REVOLUTION IN PARAGUAY.

London, July 6th.

A revolution has occurred in Paraguay where the government was overthrown after severe fighting. The ministers took refuge in the Argentine Legation.

## OXFORD UNIVERSITY.

London, July 6th.

The Trustees of the Oxford University Endowment Fund have approved the inauguration of a lectureship in the Japanese language and literature.

## "STRAINED RELATIONS."

THE EMBASSY SCOTT INCIDENT.

Appropos our London correspondent's telegram, which appeared in our yesterday's issue the following letter which appears in a Service paper of recent date is of more than passing interest:—

Sir—In the "Naval and Military Record" of May 28th it is pointed out that a state of affairs exists in the Channel fleet which is highly detrimental to the best interests of the service, and might in case of war lead to disaster, and that the plaintiff signal incident of last autumn should by this time be forgotten. This opinion is shared by every officer in the fleet, but how is the apprehension to be brought about?

It will be remembered that on the occasion in question, Lord Charles requested the Admiralty to haul down Sir Percy Scott's flag, which, of course, meant the ruin of Sir Percy's career, and that the Admiralty refused to support his lordship in this request. On this his lordship ordered Sir Percy to in future only communicate with him in writing, and that state of affairs still obtains.

At the Dover festivities, in connection with the visit of the French President, these strained relations were very evident, particularly on the occasion of an official dinner given by the French Consul, when it was discovered at the last moment that Lord Charles and Sir Percy were placed next to one another, and the seating arrangements had to be suddenly altered.

## A REWARD THAT CAME TOO LATE.

The police force of Hongkong feels the loss of one of its smartest Chinese officers. Lam Chun was an officer who had been taken from the charge room and showed special aptitude as a detective. He was a favourite alike with plain clothes men and officers in uniform and his death is felt as a distinct loss. He was at duty on Friday and died on Sunday. A pathetic feature is that on Tuesday an order was issued awarding him \$10 for the zeal he had shown in a recent robbery case.

Mr. E. S. Parker, now the Professor of Chinese at Manchester University, has long been favourably known for his researches into the numerous dialects that prevail throughout the Empire. He is also known as a skilled translator of the modern language, in which he is an acknowledged authority. Many of our readers will be pleased to learn that he has been recently engaged on a history of the beginnings of Chinese history, a field which, though many attempts have been made, still for all useful purposes remains in much the same position as it did two centuries ago. Professor Parker's work, we are pleased to learn, is now in the hands of the publishers, Messrs. Chapman and Hall Ltd., and is shortly expected to appear under the title of "Ancient China Simplified." Many of Professor Parker's friends will be interested in learning whether he has in any way altered his views on those much discussed topics, and brought his views into closer concordance with those generally accepted by the rest of the world. China is, it is true, a peculiar country, but history is founded rather on common sense than dissidences, and we have no right to assume that China is an exception to the universal rule. The history is made to begin with the expulsion of the Chou from their old capital near Si-an Fu, so that the work is mainly confined to periods within times usually accepted as historical. We hope to be soon in a position to comment on the work at length.

## THE GREAT FLOOD.

THE BRITISH FUNDS.

Mid the terrible tales of suffering following on the disastrous floods on the West and North Rivers is the pleasing story of the spontaneous and generous sympathy of the Chinese for their compatriots in distress. Whether they have heard of the maxim or not, they have shown that they believe that "he who gives quickly gives twice," and the promptitude with which they instituted measures for the alleviation of the suffering in the stricken districts is worthy of the highest commendation. As is fairly well known, the Tung Wah Hospital rose to the occasion and despatched its launch with food stuffs and money as soon as possible after hearing of the occurrence and their good example was followed by other establishments. The Sincere Company despatched its launch with provisions which included 11,000 lbs of biscuits which Mr. Fung Wa Chun purchased from the military authorities at cost price and 25,000 lbs biscuits obtained from the Standard Oil Company, and the Chen Kwong firm also sent a steamer with supplies for the destitute.

Subscriptions have been raised locally and it is satisfactory to note that the response has been very gratifying, foreign firms and Chinese contributing liberally to the relief funds. The Tung Wah Hospital has collected about \$100,000 on behalf of the sufferers, the Chinese Y. M. C. A. in conjunction with the Chinese churches raised about \$4,000, and a modest estimate would put the total collected from all sources in the Colony for this purpose at \$300,000.

Of course there is more to follow. Subscriptions are still coming in and the Bazaar to be opened on Friday by H.E. the Governor will, it is hoped, result in a good sum being raised. We remarked yesterday that this Bazaar was the first attempt on the part of the Chinese to raise money by this Western method, and it is equally noteworthy that the occasion will also be the first on which Chinese ladies will participate in bazaars like their Western sisters. It certainly spells progress and it will be the earnest hope of everyone that not only will the Bazaar be as successful as it deserves, but that the forward tendencies which it has aroused will not be arrested.

The Committees of the Flood Fund Bazaar beg to acknowledge with thanks the following further gifts and donations:—

Messrs. Shewan Tomes & Co.—A large assortment of miscellaneous articles comprising Mumm Champagne, Claret, etc., several coils of rope (from the Rope Company), 30 casks cement (from the Cement Company).

British American Tobacco Company.—25,000 Woodbine 10s. packets, 25,000 Pirate 10s. packets, 50,000 Sunflower 10s. packets, 50,000 Rugby 10s. packets, 50,000 Rosette 10s. packets, 1000 Cigarette cases.

Dr. Vorelsh (German Consul General), one beautiful fruit plate (Crown K.P.M. mark).

Mr. J. J. Liria (Portuguese Consul General) an assortment of miscellaneous articles.

Hongkong Merchants Agency, two large carpets, one case Neave's Infant Food, two toilet sets, half dozen milk jugs and half dozen vegetable dishes.

Messrs. Harry Wicking & Co., assortment of one case cream, two boxes Plantol, one case Nestle's milk food, 20 cases Sunlight soap.

The French Consulate, a large assortment of needlework etc.

Mr. D. Dorabjee (King Edward Hotel), 4,900 cakes.

Cassam Ahmed, 110 yards silk ribbon at cost price.

Sander Wisler & Co., one case (50 dozen) soap. Gifts from Chinese—too numerous to mention in detail.

## A HANDSOME JAPANESE DONATION.

Our Canton correspondent understands that the Japanese Consul there has subscribed \$20,000 towards the Liang Kwang relief fund. The Standard Oil Company also contributed a sum of \$3,000. The Chinese Imperial Postal Commissioner has also proposed to raise a relief fund amongst his staff.

## PROSPECTIVE BRAZILIAN VISITOR.

The Brazilian training ship "Benjamin Constant" is expected to arrive at Hongkong this week. She is a protected cruiser of 2,707 tons, 236 feet in length, and 45 feet beam. She was built in France in 1894. Her indicated horse power is 2,800. She has two inch armoured decks, and carries 4 six-inch, eight 47 and eight 4-inch machine guns, and her speed is 14 knots. She is used solely as a training ship for cadets.

## A PROMISING BARRISTER-AT-LAW.

Some few months ago a Chinese gentleman who announced that he would be known as Joseph Overbeck Anderson was admitted to practice as a barrister of the Supreme Court of Hongkong. It is interesting to learn that he has just accepted an appointment from H.E. Viceroy Tuen Fang to be legal adviser to His Honour Taotai Tsai Nai-wang of Shanghai and the Director of Foreign Affairs at Nanking. Mr. Anderson was educated at the Queen's College at Hongkong. In 1903 he proceeded to England where he studied his profession in Lincoln's Inn and was called to the Bar three years afterwards. He returned to the East quite recently and was duly admitted to practice in both the Supreme Court of Hongkong and that of China and Korea in Shanghai. He is at present staying at the Astor House in Shanghai. He called officially on the Viceroy at Nanking last week. Tuen Tsai, accompanying him, and was warmly received and entertained by His Excellency.

We have received from Mr. Edingham Wilson of 54, Threadneedle Street, London, a copy of "Metric Ready Reckoner" by T. H. Elgie. It contains various tables showing the conversion of Imperial to Metric weights, measures, etc., and vice versa. It is the most useful compilation of its kind we have seen.



## SUPREME COURT.

Wednesday, July 8th.

IN APPELLATE JURISDICTION.  
BEFORE THE FULL COURT.

## CHIEF JUSTICE'S ALLEGED MISDIRECTION.

An action was opened before His Honour the Chief Justice and Mr. H. J. Gompertz, Acting Puisne Judge in which the Russo-Chinese Bank appealed against the decision of the Chief Justice in the case of Li Yan-sam v. the said bank. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. H. J. Gompertz (of Messrs. Johnson, Stokes and Master) appeared for the appellants, and Mr. M. W. Slade, instructed by Mr. C. E. H. Baylis (of Messrs. Wilkinson and Grist) represented the respondent.

Mr. Pollock read the notice of motion asking (1) that judgment may be entered for the defendants on the ground that a jury would not be warranted upon the evidence, if properly directed as to the issues and as to the law, in finding a verdict for the plaintiff. (2) Or in default of the above order being made, that the verdict which was obtained on the trial of this action in favour of the respondent (the plaintiff) may be set aside, and that a new trial may be had between the parties on the following grounds:—

(a) That his Honour the Chief Justice misdirected the jury on the following points, namely: (1) as to the principle of law which was laid down in the case of *Farquharson v. King*, (2) as to the principle of the case cited by the Counsel for the defendants, namely, *The British Mutual Banking Co. v. Chartered Forest Railway Co.*, 18 Q.B.D. 714 only applying to actions brought against members for the false representations of their agents.

(3) As to the principle laid down by Mr. Justice Williams in *Barwick v. The English Joint-Stock Bank, L.R. 2 Ex.* in that he omitted to point out to the jury that Mr. Justice Williams said at page 265 of *The general rule is that the master is answerable for every such wrong of a servant or agent as is committed in the course of his service, and for the master's benefit.* (4) As to the case of a receiving clerk in a bank receiving money on behalf of depositors being analogous to the present case. (5) When he directed the jury as follows: "And now, gentlemen, this I conceive to be the law: that, if in the course of business for a long period the business has been conducted in a certain way, and if, a given transaction which comes before you, has been conducted in this way, then, if that business has been conducted fraudulently, the plaintiff is entitled to a verdict."

(6) That the Chief Justice misdirected the jury as to the evidence of the plaintiff's witness, *Lau Chung-yen*, with regard to the ship, exhibit 3. (7) That the Chief Justice misdirected the jury when he directed them as follows: "The question which I wish to put to you is whether you consider that in accordance with the course of dealing and whether he was in fact defrauded in that way, whether he was defrauded in the way an ordinary man would be defrauded. The way I have drafted out is this: if you think that the plaintiff went outside the ordinary course of dealing and pressed the compromise, but if you think that he did what he had always done, that the compromise pretended to do what he had always done in such a way as not to excite the plaintiff's suspicions; that there was in the course of the dealing no knowledge conveyed to him that other things were necessary which the compromise did not do but pretended to do, as for example the simple one of seeking the manager, then you must find for the plaintiff."

(8) In directing the jury that the bank's liability was affected by a consideration of the question as to whether the bank had, or had not taken adequate precautions to protect the customer against a fraud by the compromise. (9) In putting the following question to the jury: "Did the bank put the compromise in such a position that he could pretend to the plaintiff that he had the necessary authority to receive money, and if so, did the plaintiff, believing that he had that authority, not offer the money to the compromise, in that belief?" (b) That His Honour the Chief Justice was wrong in refusing to leave to the jury the following questions which were submitted by defendants' counsel, namely: (1) Was the defendants' compromise authorized by the defendants to enter into exchange contracts without first getting the rate of exchange fixed by the defendants' manager? (2) Did the defendants' compromise in fact get the rate of exchange fixed by the defendants' manager before entering into exchange transactions in question with the plaintiff's agent, *Lau Chung-yen*? (3) Did the plaintiff's agent, *Lau Chung-yen*, believe that the defendants' compromise had power to enter into exchange contracts without first getting the rate of exchange fixed by the defendants' manager? (4) Was the defendants' compromise, in entering or purporting to enter the exchange transactions in question, acting for the benefit of the defendants or for his (the compromise's) own benefit? (5) Did the defendants' compromise receive the sum of \$40,000.00 from the plaintiff's agent *Lau Chung-yen*? If so, did he receive it for the benefit of the defendants or for his own benefit? (c) And that the verdict of the jury in favour of the plaintiff might have been caused by the said misdirection of his Honour the Chief Justice, and by his refusal to leave to the jury the above questions.

Counsel then addressed the Court, and said he would venture with the utmost respect to impress upon the Court that which in the original action he had submitted to His Lordship the Chief Justice should have been put to the jury, as involving the material points which he thought were the law of the case. From the evidence adduced it was clear that defendants' compromise was in the matter of the original transaction pretending to be acting

on defendants' behalf, but was simply getting money fraudulently for his own benefit. There was no analogy between an ordinary European bank clerk receiving money on behalf of depositors and a compromise receiving money. One particular distinction was that a bank clerk was a man to whom the money was handed over on behalf of the bank and nobody else, whereas a compromise had his own business to attend to, and money might be handed him for the latter purpose.

Mr. Slade argued that according to the cases quoted the liability of principals depended entirely on whether an agent had implied or expressed authority from the principals to put through transaction. In this case the compromise had in fact authority.

Their Lordships reserved judgment.

## MARINE MAGISTRATE'S COURT.

Tuesday, July 8th.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

## HASTY BOATMEN.

The masters of nine cargo boats were charged with unlawfully making fast their craft to the s.s. "Carl Diederichsen" while that vessel was under way in the harbour.

James Kaiser, master of the steamer, said that on arrival in the harbour on the 7th he was going up the central railway to Siemens' buoy. On arrival at the position he found the buoy had been removed. He anchored to swing his ship round to go to another place, but the cargo boats were alongside before he dropped his anchor.

After hearing further evidence his Worship fined each of the defendants \$10, the alternative being one month's imprisonment.

## UNLICENSED CARGO BOATS.

Six cargo-boatmen were charged before his Worship with using their boats as cargo-boats without being licensed. Defendants pleaded not guilty, stating that they had no money to pay for licences.

His Worship imposed a fine of \$5 or 14 days' imprisonment in each case.

## MORE EXCESS PASSENGERS.

Another summons for carrying passengers in excess of the licensed number was taken out against the master of the licensed steamer launch "Wai Tung," who had 74 persons on board over the number allowed. Inspector A. Langley prosecuted, and Mr. F. P. Rett (of Messrs. Bratton and Hett) appeared for the defence.

Sergeant Brown deposed to boarding the "Wai Tung" on the 2nd inst., opposite the Central Market. She was then crowded with passengers, several of whom told the coxswain there were enough on board. Witness also warned him, but he allowed 20 more to board the launch. There were over 132 on board, the number allowed being 98.

Defendant was fined \$40, in default six weeks' hard labour.

## SHIPPING NEWS.

At the trial trip conducted at Nagasaki on the 16th June the N. Y. K. steamer *Kame Maru* averaged a speed of 18.41 knots. The steamer will go to Yokohama and then be placed on the Australian service.

The Kawasaki Dockyard (Kobe) has obtained the lease of the Daiwa Dockyard (formerly Russian) free of rent for the purpose of undertaking repairs of the steamers on the North China line.

The South Manchurian Railway Company has decided to inaugurate a regular steamship service between Dairen and Shanghai under its own management. The service will commence from the middle of August.

One destroyer and three torpedo-boats, built at the Kawasaki yard for the Japanese Navy, are reported to be under command of Japanese naval officers. They are accompanied by a tender. Considerable interest is being taken in this contract in Japan.

A number of Chinese residents in Japan and Korea are reported to be contemplating the establishment of a steamship company in conjunction with Chinese merchantmen Tientsin, Chefoo and Shanghai for carrying out China coast navigation. The amount of the proposed steamship company's capital is £10,000.

From the Mitsui Bishi Shipbuilding Yard, Nagasaki, there has recently been launched a steamer named the "Sakura Maru" built to the order of the Imperial Volunteer Ship Society. The new steamer is 335 feet in length, 43 feet beam, 31 feet 6 inches in depth, and 17 feet draft, 3,200 gross tons, 5,800 tons displacement. Parsons' turbine engines, 8,500 horse power, 21 knots speed. She will carry two 6-inch and six 12-inch quick-firing. Wireless telegraphy and two 20-inch search lights will be provided. She is now in course of equipment and will be completed in three months. The steamer is to be placed on the Formosa run.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 12.05 p.m.—The barometer has risen generally, except over the N. C. inst. Pressure is high, to the E. of Japan, and relatively low over the Yangtze valley. The normal is exceeded at all stations, the departure varying from 0.3 inch and upwards over E. Japan, to about 0.05 inch at the mouth of the Yangtze.

Forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. S. and S.E. winds, mod. to light; fair. Formosa Channel. Same as No. 1. South coast of China between Hongkong and Lintao. Same as No. 1. South coast of China between Lintao and Hainan. Same as No. 1.

## INTERESTING TO PRICE GOODS MERCHANTS.

"A LEAK IN THE CHINESE TRAFFIC."

H. B. Chang, Viceroy of the two Kwang provinces, has directed the Literary Chancellor to issue a proclamation of which the following is a literal translation:—"I, Provincial Literary Chancellor, am directed by His Excellency Chang, Viceroy of the Liang Kwang, to issue this proclamation to inform the public that on the 22nd day of the 5th moon of the 34th year of Kwang Sui, His Excellency Chang received a dispatch from the Board of Agriculture and Commerce stating that on the 4th day of the 4th moon of Kwang Sui, Lau Sit Kwan, Director of the Chamber of Commerce of the Hoi Moon District, in the Kan-Su Province, petitioned to the Board of Agriculture and Commerce calling their attention to the following matter:—"The soil of the Tung Hoi district is most suitable for cultivation of cotton. The cotton produced in this region is long, soft and very flexible, and may be said to be the best cotton produced in China. Barring American cotton, there is none which can come up to its mark in quality; even American cotton scarcely surpasses it. The cotton plant in Tung Hoi has a tall stem and its leaves are large. It bears a rich and large flower. In investigating the various records on the subject of cotton we find that its original name was called 'Kai Pui' (Indian name) and the plant was originally introduced into China from India. But now Indian cotton does not bear comparison in quality with that produced in Tung Hoi. Tung Hoi cotton is rich, white, soft and flexible and is far superior in every respect to Bombay cotton. Labour has a more important bearing on this matter than the quality of the seeds from which cotton is raised. Although the cotton produced in the districts of Tung King, Tung Heung, Hoi-Moon and Sai-Hung is of the best quality, yet in some places the cotton is found to be superior to that grown in other districts; though raised by the same class of labourers, this may be on account of the difference in richness of the soil."

The native cotton cloth manufactured in Tung Hoi has all along been consumed by the people of the Three Eastern Provinces. Over 100,000 bales are manufactured and disposed of annually. But in recent years foreign cloth and yarn have found their way into these markets in large quantities and the consequence is that the demand for native cloth has diminished considerably. If the manufacture of native cloth could be pushed the business would revive. If military people, police men, students and all others use native cloth to make their uniforms and clothes, then the profit and benefit will not flow into foreign countries, and the cotton industry will be stimulated and revived. I therefore beg you to memorialise the Throne requesting that regulations may be drawn up and forwarded to Viceroy and Governors of all the Provinces requesting them to give instructions to all the Bureaux within their jurisdiction to use native cloth. Thus not only Tung Hoi will benefit by it, but all the districts where native clothes are manufactured will share in the blessings of it."

The Board of Agriculture and Commerce, after investigating the matter made the following remarks:—

"We discovered that of late years the importation of foreign yarn and cloth is increasing daily. It is one of the great leaks in our 'tea pot' through which our money is flowing out. The cotton industry of our country is gradually dying out. The object of the Director of the Chamber of Commerce in calling our attention to this matter is to revive the native cotton cloth trades, so we feel justified in granting his request. Besides commanding all the officials to devise means to exhort the people to go in for reform and the adoption of modern methods in the manufacture of cloth thus deepening the channel for making profits and thereby stimulating commerce and industry, we also communicate with Your Excellency (Chang), and request you to give instructions to all the military departments, bureaux, and colleges, to devise means to use native cloth and to exhort all connected with these departments and institutions to promote the cotton industry, thus reviving the cotton and cloth trades and preventing the profit and influence in this connexion from flowing out of the country. You are to report hereafter to this Board the development of this important line of trade and industry &c. &c."

On receipt of the above instructions Viceroy Chang who besides ordering all other departments to carry out these instructions has also requested me to notify all the colleges to obey the command; to devise means to use native cloth; to exhort the people to promote the cotton industry in order that the profit and influence in this line of trade may not flow out of the country, thus reviving the cotton trade; to watch the development of this industry and to collect all useful information and report it to Provincial Treasurer, and not to disobey the order &c. &c."

I have therefore issued this proclamation and trust that all officials, people and colleges will obey it. Moreover I hope the directors of the colleges will tell the students to obey the order and use native cloth to make all their clothes so as to stimulate this industry and regain the profit and influence lost. This is my great desire. Do not disobey this urgent proclamation."

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Tokai Maru* (Bombay Line) left Moji for this port on the 7th inst., and is expected here on the 13th inst.

The Russian str. *Cuvonia* left Singapore on the 8th inst. a.m., and may be expected here on or about the 13th inst.

The C.P.B. str. *Empress of China* left Vancouver on the 6th inst. p.m. for Hongkong via the usual ports of call.

The str. *Savaria* left Kobe on the 7th inst. for Manila via Moji.

The Boston S.S. Co.'s str. *Tyrrhen* arrived at Kobe yesterday.

## THE TYPHOON HARBOUR OF REFUGE.

THE CHAMBER OF COMMERCE REPLY TO THE GOVERNMENT PROPOSAL.

On receipt of the memorandum by H. B. Chang, Governor (via yesterday's issue), the Committee of the Chamber issued the following letter to shipping firms who signed the letter to the Chamber, dated 23rd April 1908, and Hongkong General Chamber of Commerce, Hongkong, 29th May, 1908.

DEAR SIR, I am directed to forward for your perusal and consideration the enclosed copies of the Government's reply to the Chamber's letter regarding the proposed Typhoon Harbour of Refuge at Mongkokkai and Memoranda by His Excellency and the Hon. the Director of Public Works.

The plans mentioned therein may be seen at the Chamber between the hours of 10 a.m. and 12 a.m. from the 1st June to the 6th June inclusive, and any Committee trust that you will take this opportunity of examining the scheme and estimates and that you will afterwards favour the Committee with your further views on the subject. I am, dear Sir, Yours faithfully,

E. A. M. WILLIAMS, Secretary.

Hongkong General Chamber of Commerce, Hongkong, 3rd July.

SIR, I am directed to reply to your letter of 29th May, 1908, (No. 9266-1907) on the subject of the proposed Harbour of Refuge at Mongkokkai, and the imposition of additional Light Dues to defray half the cost thereof.

My Committee have submitted the plans and estimates to the general body of British Shipping Companies, or their Agents, for their consideration, and the expression of their further views on this important subject.

I am to enclose for His Excellency's perusal, a copy of a letter signed from them, together with their memoranda mentioned in paragraph two of such letter.

I am to state that my Committee wish to associate themselves with the views of the Shipping Companies, as contained in their letter to this Chamber and the accompanying memoranda, and would ask His Excellency to accept such letter and Memoranda as an expression of opinion by the Chamber of Commerce.

I return with this the plans and estimates, and am directed to request you to express the thanks of my Committee to His Excellency for the opportunity accorded them of examining the scheme and commenting thereon. I have the honour to be, Sir, Your obedient servant,

E. A. M. WILLIAMS, Secretary.

Hon. Mr. F. H. May, C.M.G., Colonial Secretary.

Hongkong, 23rd June, 1908.

SIR, We beg to acknowledge the receipt of your letter of the 29th ultimo enclosing copies of the Government's reply to your Chamber's letter regarding the proposed Typhoon Harbour of Refuge at Mongkokkai and Memoranda by His Excellency and the Hon. the Director of Public Works, for which we wish to thank you. We have drawn up regarding the proposed refuge, and our notes on some of the points affecting the shipping trade and taxation of Hongkong, dealing with the comments made by His Excellency.

We are strongly of opinion that immediate steps should be taken to improve the refuge at Causeway Bay, half of which at the present time is practically useless owing to silt. We think that, on this being done, it will provide shelter for the greater part, if not the whole, of the smaller craft employed in the Harbour.

Should the Government, however, be definitely committed to the Mongkokkai scheme we rely on your Chamber to advocate that they adopt a scheme on the lines laid down in our memorandum, by which the cost—but not necessarily the work—is spread over a term of years, and will thus fall less heavily on those who have to contribute to the cost of the works, a policy which is usually adopted by port trusts and cities borrowing money for permanent improvements.

With reference to the Colonial Secretary's reply to our enquiry regarding the increased fees on cargo boats, lighters and water boats, we are surprised to learn that the increase was made in the interest of General Revenue on the ground that such fees were considered to be law. We are of the opinion that fees derived from such a source should be devoted to the upkeep of the various branches of the Harbour Department; and that any surplus should be applied to works such as the dredging of an away Bay or the erection of a typhoon shelter. We would point out that from past records, Mr. Chamberlain mentioned the revenue derived from native Shipping was to be applied to the Harbour Master's Department, as apart from what may be termed the General Budget of the Colony.

We have the honour to be, Sir, Your obedient servants,

F. J. ABBOTT, Acting-Supt. P. & O. S. N. Company.

BUTTERFIELD & SWIRE, Agents, Ocean Steam Ship Co., Ltd., Agents, China Mutual Steam Navigation Co., Ltd., Agents, China Navigation Co., Ltd., JARDINE, MATTHEWS & Co., Ltd., General Managers, Indo China S. N. Co., Ltd., Agents, Indra Line Ltd.

DODWELL & Co., Ltd., Edgar G. Barrett, Manager, PACIFIC RAILWAY CO. D. W. CHALDOCK, General Traffic Agent.

DOUGLAS, LAPELLE & Co., General Managers, Douglas Steamship Co., Ltd., GIBB, LIVINGSTON & Co., Agents "Ben" Line of Steamers, Agents E. & A. S. S. Co., Ltd.

SHAW, TOMES & Co., General Managers, China Mail S. S. Co., Ltd., General Agents, America Asiatic S. S. Co., Ltd., Agents, Sino Line of Steamers, Ltd., McRae & Brown & Co., General Managers, "Glen" Line of Steamers.

HONGKONG, CANTON & MACAO STEAMBOAT CO., Ltd., W. E. CLARKE, Secretary.

DAVID, SASSOON & Co., Ltd., Agents Apat Line.

To The Chairman, Hongkong General Chamber of Commerce, Hongkong.

MEMORANDUM FROM THE SHIPPIERS' NO LINE TO THE CHAMBER OF COMMERCE.

1. The difference of even half a cent per point might mean that transshipment of thousands of tons of cargo would be diverted from Hongkong and delivered direct to Manila, Shanghai, Canton and elsewhere. The Shipping Companies can view such a transfer of trade with equanimity, because they can deliver and collect cargo in Manila or Shanghai or elsewhere with equal facility, when perhaps it was too late, that they had driven traffic to the hands of a competing port, willing and anxious to secure the trade.

The Philippines the American Government has lately spent large sums in improving their harbours, and the ports are absolutely free—no tonnage dues or light dues—and as a consequence railway material and other home cargo which used to come via Hongkong is now carried direct to the Philippines, while jump and other exports which previously were transhipped at this port, are increasingly shipped direct from Manila.

Shanghai is similarly improving the Whangpoo, not at the expense of Shipping, but in order to attract it. Shanghai is not a free port and does not claim to be. It is a port of call, and its port dues are not less than 1 cent per ton, and its wharfage is 1 cent per ton, and its light dues are 1 cent per ton, and its pilotage is 1 cent per ton, and its other charges are 1 cent per ton, and its total charges are 4 cents per ton, and its other charges are 1 cent per ton, and its total charges are 5 cents per ton, and its other charges are 1 cent per ton, and its total charges are 6 cents per ton, and its other charges are 1 cent per ton, and its total charges are 7 cents per ton, and its other charges are 1 cent per ton, and its total charges are 8 cents per ton, and its other charges are 1 cent per ton, and its total charges are 9 cents per ton, and its other charges are 1 cent per ton, and its total charges are 10 cents per ton, and its other charges are 1 cent per ton, and its total charges are 11 cents per ton, and its other charges are 1 cent per ton, and its total charges are 12 cents per ton, and its other charges are 1 cent per ton, and its total charges are 13 cents per ton, and its other charges are 1 cent per ton, and its total charges are 14 cents per ton, and its other charges are 1 cent per ton, and its total charges are 15 cents per ton, and its other charges are 1 cent per ton, and its total charges are 16 cents per ton, and its other charges are 1 cent per ton, and its total charges are 17 cents per ton, and its other charges are 1 cent per ton, and its total charges are 18 cents per ton, and its other charges are 1 cent per ton, and its total charges are 19 cents per ton, and its other charges are 1 cent per ton, and its total charges are 20 cents per ton, and its other charges are 1 cent per ton, and its total charges are 21 cents per ton, and its other charges are 1 cent per ton, and its total charges are 22 cents per ton, and its other charges are 1 cent per ton, and its total charges are 23 cents per ton, and its other charges are 1 cent per ton, and its total charges are 24 cents per ton, and its other charges are 1 cent per ton, and its total charges are 25 cents per ton, and its other charges are 1 cent per ton, and its total charges are 26 cents per ton, and its other charges are 1 cent per ton, and its total charges are 27 cents per ton, and its other charges are 1 cent per ton, and its total charges are 28 cents per ton, and its other charges are 1 cent per ton, and its total charges are 29 cents per ton, and its other charges are 1 cent per ton, and its total charges are 30 cents per ton, and its other charges are 1 cent per ton, and its total charges are 31 cents per ton, and its other charges are 1 cent per ton, and its total charges are 32 cents per ton, and its other charges are 1 cent per ton, and its total charges are 33 cents per ton, and its other charges are 1 cent per ton, and its total charges are 34 cents per ton, and its other charges are 1 cent per ton, and its total charges are 35 cents per ton, and its other charges are 1 cent per ton, and its total charges are 36 cents per ton, and its other charges are 1 cent per ton, and its total charges are 37 cents per ton, and its other charges are 1 cent per ton, and its total charges are 38 cents per ton, and its other charges are 1 cent per ton, and its total charges are 39 cents per ton, and its other charges are 1 cent per ton, and its total charges are 40 cents per ton, and its other charges are 1 cent per ton, and its total charges are 41 cents per ton, and its other charges are 1 cent per ton, and its total charges are 42 cents per ton, and its other charges are 1 cent per ton, and its total charges are 43 cents per ton, and its other charges are 1 cent per ton, and its total charges are 44 cents per ton, and its other charges are 1 cent per ton, and its total charges are 45 cents per ton, and its other charges are 1 cent per ton, and its total charges are 46 cents per ton, and its other charges are 1 cent per ton, and its total charges are 47 cents per ton, and its other charges are 1 cent per ton, and its total charges are 48 cents per ton, and its other charges are 1 cent per ton, and its total charges are 49 cents per ton, and its other charges are 1 cent per ton, and its total charges are 50 cents per ton, and its other charges are 1 cent per ton, and its total charges are 51 cents per ton, and its other charges are 1 cent per ton, and its total charges are 52 cents per ton, and its other charges are 1 cent per ton, and its total charges are 53 cents per ton, and its other charges are 1 cent per ton, and its total charges are 54 cents per ton, and its other charges are 1 cent per ton, and its total charges are 55 cents per ton, and its other charges are 1 cent per ton, and its total charges are 56 cents per ton, and its other charges are 1 cent per ton, and its total charges are 57 cents per ton, and its other charges are 1 cent per ton, and its total charges are 58 cents per ton, and its other charges are 1 cent per ton, and its total charges are 59 cents per ton, and its other charges are 1 cent per ton, and its total charges are 60 cents per ton, and its other charges are 1 cent per ton, and its total charges are 61 cents per ton, and its other charges are 1 cent per ton, and its total charges are 62 cents per ton, and its other charges are 1 cent per ton, and its total charges are 63 cents per ton, and its other charges are 1 cent per ton, and its total charges are 64 cents per ton, and its other charges are 1 cent per ton, and its total charges are 65 cents per ton, and its other charges are 1 cent per ton, and its total charges are 66 cents per ton, and its other charges are 1 cent per ton, and its total charges are 67 cents per ton, and its other charges are 1 cent per ton, and its total charges are 68 cents per ton, and its other charges are 1 cent per ton, and its total charges are 69 cents per ton, and its other charges are 1 cent per ton, and its total charges are 70 cents per ton, and its other charges are 1 cent per ton, and its total charges are 71 cents per ton, and its other charges are 1 cent per ton, and its total charges are 72 cents per ton, and its other charges are 1 cent per ton, and its total charges are 73 cents per ton, and its other charges are 1 cent per ton, and its total charges are 74 cents per ton, and its other charges are 1 cent per ton, and its total charges are 75 cents per ton, and its other charges are 1 cent per ton, and its total charges are 76 cents per ton, and its other charges are 1 cent per ton, and its total charges are 77 cents per ton, and its other charges are 1 cent per ton, and its total charges are 78 cents per ton, and its other charges are 1 cent per ton, and its total charges are 79 cents per ton, and its other charges are 1 cent per ton, and its total charges are 80 cents per ton, and its other charges are 1 cent per ton, and its total charges are 81 cents per ton, and its other charges are 1 cent per ton, and its total charges are 82 cents per ton, and its other charges are 1 cent per ton, and its total charges are 83 cents per ton, and its other charges are 1 cent per ton, and its total charges are 84 cents per ton, and its other charges are 1 cent per ton, and its total charges are 85 cents per ton, and its other charges are 1 cent per ton, and its total charges are 86 cents per ton, and its other charges are 1 cent per ton, and its total charges are 87 cents per ton, and its other charges are 1 cent per ton, and its total charges are 88 cents per ton, and its other charges are 1 cent per ton, and its total charges are 89 cents per ton, and its other charges are 1 cent per ton, and its total charges are 90 cents per ton, and its other charges are 1 cent per ton, and its total charges are 91 cents per ton, and its other charges are 1 cent per ton, and its total charges are 92 cents per ton, and its other charges are 1 cent per ton, and its total charges are 93 cents per ton, and its other charges are 1 cent per ton, and its total charges are 94 cents per ton, and its other charges are 1 cent per ton, and its total charges are 95 cents per ton, and its other charges are 1 cent per ton, and its total charges are 96 cents per ton, and its other charges are 1 cent per ton, and its total charges are 97 cents per ton, and its other charges are 1 cent per ton, and its total charges are 98 cents per ton, and its other charges are 1 cent per ton, and its total charges are 99 cents per ton, and its other charges are 1 cent per ton, and its total charges are 100 cents per ton, and its other charges are 1 cent per ton, and its total charges are 101 cents per ton, and its other charges are 1 cent per ton, and its total charges are 102 cents per ton, and its other charges are 1 cent per ton, and its total charges are 103 cents per ton, and its other charges are 1 cent per ton, and its total charges are 104 cents per ton, and its other charges are 1 cent per ton, and its total charges are 105 cents per ton, and its other charges are 1 cent per ton, and its total charges are 106 cents per ton, and its other charges are 1 cent per ton, and its total charges are 107 cents per ton, and its other charges are 1 cent per ton, and its total charges are 108 cents per ton, and its other charges are 1 cent per ton, and its total charges are 109 cents per ton, and its other charges are 1 cent per ton, and its total charges are 110 cents per ton, and its other charges are 1 cent per ton, and its total charges are 111 cents per ton, and its other charges are 1 cent per ton, and its total charges are 112 cents per ton, and its other charges are 1 cent per ton, and its total charges are 113 cents per ton, and its other charges are 1 cent per ton, and its total charges are 114 cents per ton, and its other charges are 1 cent per ton, and its total charges are 115 cents per ton, and its other charges are 1 cent per ton, and its total charges are 116 cents per ton, and its other charges are 1 cent per ton, and its total charges are 117 cents per ton, and its other charges are 1 cent per ton, and its total charges are 118 cents per ton, and its other charges are 1 cent per ton, and its total charges are 119 cents per ton, and its other charges are 1 cent per ton, and its total charges are 120 cents per ton, and its other charges are 1 cent per ton, and its total charges are 121 cents per ton, and its other charges are 1 cent per ton, and its total charges are 122 cents per ton, and its other charges are 1 cent per ton, and its total charges are 123 cents per ton, and its other charges are 1 cent per ton, and its total charges are 124 cents per ton, and its other charges are 1 cent per ton, and its total charges are 125 cents per ton, and its other charges are 1 cent per ton, and its total charges are 126 cents per ton, and its other charges are 1 cent per ton, and its total charges are 127 cents per ton, and its other charges are 1 cent per ton, and its total charges are 128 cents per ton, and its other charges are 1 cent per ton, and its total charges are 129 cents per ton, and its other charges are 1 cent per ton, and its total charges are 130 cents per ton, and its other charges are 1 cent per ton, and its total charges are 131 cents per ton, and its other charges are 1 cent per ton, and its total charges are 132 cents per ton, and its other charges are 1 cent per ton, and its total charges are 133 cents per ton, and its other charges are 1 cent per ton, and its total charges are 134 cents per ton, and its other charges are 1 cent per ton, and its total charges are 135 cents per ton, and its other charges are 1 cent per ton, and its total charges are 136 cents per ton, and its other charges are 1 cent per ton, and its total charges are 137 cents per ton, and its other charges are 1 cent per ton, and its total charges are 138 cents per ton, and its other charges are 1 cent per ton, and its total charges are 139 cents per ton, and its other charges are 1 cent per ton, and its total charges are 140 cents per ton, and its other charges are 1 cent per ton, and its total charges are 141 cents per ton, and its other charges are 1 cent per ton, and its total charges are 142 cents per ton, and its other charges are 1 cent per ton, and its total charges are 143 cents per ton, and its other charges are 1 cent per ton, and its total charges are 144 cents per ton, and its other charges are 1 cent per ton, and its total charges are 145 cents per ton, and its other charges are 1 cent per ton, and its total charges are 146 cents per ton, and its other charges are 1 cent per ton, and its total charges are 147 cents per ton, and its other charges are 1 cent per ton, and its total charges are 148 cents per ton, and its other charges are 1 cent per ton, and its total charges are 149 cents per ton, and its other charges are 1 cent per ton, and its total charges are 150 cents per ton, and its other charges are 1 cent per ton, and its total charges are 151 cents per ton, and its other charges are 1 cent per ton, and its total charges are 152 cents per ton, and its other charges are 1 cent per ton, and its total charges are 153 cents per ton, and its other charges are 1 cent per ton, and its total charges are 154 cents per ton, and its other charges are 1 cent per ton, and its total charges are 155 cents per ton, and its other charges are 1 cent per ton, and its total charges are 156 cents per ton, and its other charges are 1 cent per ton, and its total charges are 157 cents per ton, and its other charges are 1 cent per ton, and its total charges are 158 cents per ton, and its other charges are 1 cent per ton, and its total charges are 159 cents per ton, and its other charges are 1 cent per ton, and its total charges are 160 cents per ton, and its other charges are 1 cent per ton, and its total charges are 161 cents per ton, and its other charges are 1 cent per ton, and its total charges are 162 cents per ton, and its other charges are 1 cent per ton, and its total charges are 163 cents per ton, and its other charges are 1 cent per ton, and its total charges are 164 cents per ton, and its other charges are 1 cent per ton, and its total charges are 165 cents per ton, and its other charges are 1 cent per ton, and its total charges are 166 cents per ton, and its other charges are 1 cent per ton, and its total charges are 167 cents per ton, and its other charges are 1 cent per ton, and its total charges are 168 cents per ton, and its other charges are 1 cent per ton, and its total charges are 169 cents per ton, and its other charges are 1 cent per ton, and its total charges are 170 cents per ton, and its other charges are 1 cent per ton, and its total charges are 171 cents per ton, and its other charges are 1 cent per ton, and its total charges are 172 cents per ton, and its other charges are 1 cent per ton, and its total charges are 173 cents per ton, and its other charges are 1 cent per ton, and its total charges are 174 cents per ton, and its other charges are 1 cent per ton, and its total charges are 175 cents per ton, and its other charges are 1 cent per ton, and its total charges are 176 cents per ton, and its other charges are 1 cent per ton, and its total charges are 177 cents per ton, and its other charges are 1 cent per ton, and its total charges are 178 cents



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to THE MANAGER, and Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PAMES, Codes: A.B.C., 5th Rd. P.O. Box, 83. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET

TWO or THREE ROOMS. Newly furnished, offered at very moderate rent for summer months on CONDUIT ROAD Level. Address: "ENGLISH," Care of "Daily Press" Office, Hongkong, 9th July, 1908. 1050

## NOTICE TO CONSIGNEES

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hold and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 8th July, 1908. 1051

## HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at Happy Valley, on SATURDAY, 11th July, 1908, commencing at 4 P.M. The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey or Gymkhana Club, and \$2 for Soldiers and Sailors in Uniform, Half Price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Secretary and Treasurer, Hongkong, 8th July, 1908. 1048

## THE FLOOD FUND BAZAAR.

To be held at KENNEDY TOWN from JULY 10th to 16th, from 2 P.M. to 2 A.M.

GIFTS FROM EUROPEAN LADIES AND GENTLEMEN for Sale at the BAZAAR, are solicited and will be highly appreciated. All Gifts to be forwarded to the Chairman, Mr. FUNG WA CHUN, or to Mr. HO KUN TONG the Vice-Chairman, or to the following Members of the Committee, which comprises altogether One Hundred and Eighty Ladies and Gentlemen.

HON. WEI A YUK, C.M.G., LAU CHU PAU, CHAN KANG YU, LAI KWAI PUI, TAM HOK PO, CHAU SIU KI, WONG LAI CHUEN, TAM TSE KONG, LEUNG PUI OHI, YUN YAN TSUN, Hongkong, 8th July, 1908. 1041

## WEST RIVER FLOODS.

WE the Foreign Goods Dealers and Merchants beg to appeal to the Public for pecuniary assistance, and co-operation in the immediate relief of the sufferers from the calamitous inundations caused by the recent rains throughout the Valleys of the North, East and West Rivers.

Any Subscriptions towards this charitable object will be gratefully received and be used at once for buying Food to be immediately sent up to the flooded districts.

## PO FUK TONG.

Names of Subscribers	Subscriptions.
Jensen & Co.	\$200
Meyer & Co.	100
Ford, Borgmann	50
Holland China Trading Co.	100
Wm. Meyerink & Co.	100
Alex. Ross & Co.	50
China Export, Import & Bank Co.	100
Schmidt & Co.	100
Carlson & Co.	100
Sinamon & Co.	100
Ward & Co.	200
Grossmann & Co.	100
Sander, Wisler & Co.	100
Hester, Erskelmann & Co.	100
Harry Wicking & Co.	50
F. Blackhead & Co.	50
W. R. Loxley & Co.	100
S. Montie & Co.	50
Bradley & Co.	100
Arnold Karberg & Co.	100
W. Helms	50
Barron & Co.	50
Chs. J. Gump & Co.	50
Rombach & Co.	100
J. Ullmann & Co.	30
Areulli Brothers	50
Molichers & Co.	200
Geo. P. Lammert	30
John D. Hutchison & Co.	50
MacEwan, Frickel & Co.	50
W. G. Humphreys & Co.	25
Kyne & Co.	25
Lin Shan Ming Comprode	10
S. Howie & Co.	10
Comprode, Carlwilt & Co.	25
Chinese Staff, H. & S.	68.95
Compudore A. Choi, King	18.70
Edward Hotel	18.70
Foreign Goods Dealers Guild	3,451.00
<b>Total</b>	<b>\$8,054.80</b>

Balances \$218.85 handed to the Flood Relief Fund at Canton Hongkong 7th July, 1908. 1046

## INTIMATIONS

NOTICE. DRAPERY GOODS CHEAP SALE. Apply to—No. 51 and 53, WINGLINGTON STREET, DART LOONG. Hongkong, 7th July, 1908. 1044

## NOTICE

TENDERS are invited for the supply of 50,000 TONQUIN HARDWOOD SLEEPERS named "LIMXONE." Size—8 ft. by 9 in. by 54 in. 10,000 to be delivered in two months after the acceptance of tender and 10,000 each in the following months, viz: WONGHAI RAILWAY WHARF. Tenders, to be in Hongkong currency, must be accompanied by \$1,000.00 and will be opened at Railway Head Office on the 21st of July at 2 P.M. Sample sleepers must be submitted to the Engineer-in-Chief's Office at least 10 days before the opening of tenders. The Company is not bound to accept the lowest or any tender.

YUET-HAN RAILWAY CO., LTD. Canton, 26th June, 1908. 1008

## WANTED.

ASSISTANT MANAGER for a Stevedoring Business in Japan. Must have a thorough knowledge of Shipping. One in possession of Master or Chief Officer Certificate preferred. Good opening for a Capable and Trustworthy man. Apply stating age and salary required, and enclosing copy of testimonials to—Care of "Daily Press" Office, Hongkong, 3rd July, 1908. 1031

## THE GRAND HOTEL.

DIVISION STREET, KOBE.

## FIRST-CLASS CUISINE.

## COMFORTABLE &amp; AIRY BEDROOMS.

Situated in close proximity to the Harbour and Railway Station.

## BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALE, Proprietor.

M. MAILLE, Proprietor.

## AUTOMATIC BROWNING

## POCKET PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. STEINSEN & CO. Agents, Hongkong, 6th March, 1907. 42

## AUTOMATIC MAUSER

## PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & Co. Agents, Hongkong, 13th August, 1908. 23

## DAVID CORBAR &amp; SON'S

## MERCHANT-NAVY

## NAVY BOILED

## LONG FLAX

## RELIANCE CROWN

## TARPAULING

ARNHOLD, KARBURG & CO. Sole Agents, 994

## SINGON &amp; CO.

## IRON, STEEL METAL AND HARD-WARE MERCHANTS.

Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 660

## A LING &amp; CO.

15, QUEEN'S ROAD CENTRAL (Next to Messrs. KURN & KORN).

## FURNITURE AND PHOTO GOODS

## STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. 730

## MITSU BISHI DOCKYARD

## AND ENGINE WORKS,

NAGASAKI.

## CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used.

## NEW DOCK NOW OPEN.

## DOCK No. 3.

Extreme Length... 723 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 344 "

## DOCK No. 1.

Extreme Length... 623 feet.

Length on Blocks... 613 "

Width of Entrance on Top... 77 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

## DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

## PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

## LATEST PLANTS AND APPLIANCES

to undertake BUILDING, REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL always kept on hand.

THE COMPANY has the powerful steam "OULA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear. Always ready for service.

Short Notice. 808

## FOR SALE

FOR SALE. FINE SITE, on the Bowen Road, Ready for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 16th May, 1908. 853

## STORAGE

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 88, at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 32 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 899 YEARS LEASE. For Particulars, apply—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. 184

## FOR SALE

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$35

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, And all Other Philatelic Goods. GRACA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908. 1021

## JUST ARRIVED

## LATEST STYLE

## WHITE-INDIAN GAUZE

STRIPED AND CHECK. At 25, 30 and 35 Cents per Yard.

## INDIAN MUSLIN.

WHITE, BLUE, PINK & GREEN, At 35 Cents per Yard.

## WHITE DOTTED MUSLINS.

At 35, 55 and 60 Cents per Yard.

HOOSAIN-ALI & Co., 25, Queen's Road Central, Under Hongkong Hotel. 651

## INSURANCES

## THE GLORIOUS INSURANCE COMPANY

## OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 13th August, 1908. 23

## AACHEN AND MUNICH FIRE IN-

## SURANCE CO.

OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & Co. Agents, Hongkong, 21st April, 1897. 114

## NORTH BRITISH AND MERCANTILE

## INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906: £17,837,119.

A. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... £2,750,000

PAID-UP CAPITAL... £87,500 0

II. FUND... £3,383,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents, Hongkong, 27th April, 1907. 1019

## TO LET

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPRODOR'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1908. 188

## TO LET.—FROM 1st AUGUST.

NO. 6, "OBSERVATORY VILLAS," Kowloon. Five-Roomed House. Tennis Court. Electric Lights. Moderate Rental. Apply to—ARRATTON V. APCAR & Co., 45, Wyndham Street, Hongkong, 8th July, 1908. 1047

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE in Wong Nei Chong Road. A HOUSE in BIPON TERRACE. No. 10, DES VUEX ROAD CENTRAL, 1st floor. "HATHERLEIGH" Conduit Road. OFFICES in PRATA EAST. BLUE BUILDINGS and No. 18B, Des Vaux Road next to the Hongkong Hotel. FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1908. 36

## TO LET.

TWO FURNISHED ROOMS in a Private St. House on Robinson Road, with or without BUALE. Married Couple or Gentlemen. Apply to—B. J. Care of "Daily Press" Office, Hongkong, 3rd July, 1908. 1030

## TO LET.

NO. 5, "ORMSBY TERRACE" Kowloon. No. 4, SEYMOUR ROAD, 3 Flats. Apply to—SPANISH PROCURATION, Hongkong, 6th July, 1908. 1010

## TO LET

TO LET. NOS. 27 and 33, SEYMOUR ROAD. Nos. 57 and 61, CAINE ROAD. Apply to—SAM WANG CO. LTD., 81, Queen's Road Central, Hongkong, 4th July, 1908. 190

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession. Apply to—YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1907. 270

## TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Out-houses suitable for business Premises or Dwellings, lately occupied by FRANK BORNEMANN. Apply to—DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908. 98

## TO LET.

GOOD OFFICES at 2, REDDER STREET. Apply to—JARDINE, MATHESON & Co., Ltd. Hongkong, 28th May, 1908. 809

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN TOMES & CO.) Apply to—THE COMPRODOR DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central, Hongkong, 10th June, 1908. 947

## TO LET.

OFFICE ROOM on the First Floor of No. 54-56, Queen's Road Central. Rent moderate. Apply to—N. MODY & CO. Hongkong, 29th June, 1908. 1045

## TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1908. 923

## TO LET.

OFFICES in HOTEL MANSIONS. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 1st May, 1908. 785

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 28 Rooms, 3 Bathrooms, 3 Kitchens, 3 BEACONFIELD ARCADE. Facing Parade Ground. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908. BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms. DWELLING ROOMS and Offices in DUDDELL STREET. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, over Calbrook (MacGregor). OFFICES in Queen's Road Central. BELLILLO TERRACE HOUSES, ROBINSON ROAD. No. 3, DUDDELL STREET Shop. No. 2, DES VUEX VILLAS (PEAK). Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 20th June, 1908. 89

## TO LET.

TO LET. A HOUSE in KNOTSFORD TERRACE KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1908. 188

## TO LET.

4 and 5-ROOMED HOUSES in Kowloon. SMALL SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals. Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd July, 1908. 1018

## TO LET.

TO LET. OFFICES in ALEXANDRA BUILDINGS. Apply to—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 91

## TO LET.

DERBINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.o. The Property is also FOR SALE. For Particulars apply to—C. SCHROETER, Care of MYERS & Co., King's Buildings, 3rd Floor, Hongkong, 30th June, 1908. 1016

## TO LET.

FROM 1st MAY. KOWLOON MARINE LOT 43, Yauwatti. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

## BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824. PAID UP CAPITAL FL 45,000,000 (\$3,750,000). RESERVE FUND ... FL 5,373,376 (\$448,000). HEAD OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA. Branches: Singapore, Penang, Shanghai, Hongkong, Samarang, Sourabaya, Charibon, Tegay, Pecalongan, Paseroema, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabaja, (Achuan) Bandjermasin, Correspondents: at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

## BANKS

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 Per Cent per annum. Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager. Hongkong, 12th January 1907. 21

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK) ESTABLISHED 1863. Authorized Capital FL 15,000,000 (\$1,250,000). Subscribed Capital FL 10,000,000 (Paid up Reserve Fund) FL 2,112,570.88 (\$175,048). HEAD OFFICE: AMSTERDAM. SUB-OFFICE: THE HAGUE. HEAD-AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya, Samarang, Indramajou, Bandoung and Weltevreden. CORRESPONDENTS at: Charibon, Tegay, Pecalongan, Macassar, Pontanak, Padang, Medan, Penang, Klongkong, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Tels 7,500,000. HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN. BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Wientsin, Peking, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KONGSBERG BERNHARDT (BERNARDT) BERLIN. DIRECTION DER DISCOUNT-GESellschaft. DEUTSCHE BANK. S. BERNHARDT. BERLIN. HANDELS-GESELLSCHAFT BANK LUER HANDEL UND INDUSTRIE. ROBERT WALSHAUER & Co., HAMBURG. M. A. VON ROTHSCHILD & Co., SOHREN. JACOB S. H. BERN. NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR., & Co., KOBLEN. BAYERISCHE HYPOTHEKEN UND WERESBANK, MUNICHEN.

## LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.











# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MAEMORA	About 9th July	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon, 11th July	See Special of Call.
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. R. A. Peters	About 18th July	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and YOKOHAMA	SOCOTRA	About 18th July	Freight only.
	Capt. W. R. Hickey		

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 6th July, 1908.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"KWEIYANG"	On 10th July, 8 A.M.
AMOI, CHEFOO and NEWCHOW	"KWEIYANG"	On 10th July, 4 P.M.
SHANGHAI	"SHAOHSING"	On 11th July, 4 P.M.
YOKOHAMA	"FORESTDALE"	On 14th July, Noon.
MANILA	"TEAN"	On 14th July, 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 14th July, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 15th July, 4 P.M.
MANILA ZAMBOANGA, THURE, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
Hongkong, 9th July, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN"	Wednesday, 15th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHAEKHORST"	About Wednesday, 15th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 16th July, at 5 P.M.
KUDAT & SANDAKAN	"BOENBO"	End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd July, 1908.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"YUNGSANG"	Friday, 10th July, 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 11th July, Noon.
TIENTSIN	"CHEONGSANG"	Saturday, 11th July, Noon.
BEANGHAI	"HANGSANG"	Wednesday, 15th July, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOI	"KUTSANG"	Wednesday, 15th July, Noon.
MANILA	"LOONGSANG"	Friday, 17th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 18th July, Noon.

## RETURN TOURS TO JAPAN.

### OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 81

For Freight or Passage, apply to: JARDINE, MATHESON & Co., LTD.,  
Hongkong, 9th July, 1908.

GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

### HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SYLVIA ... About 10th July	FOR HAVRE & HAMBURG: S.S. SYLVIA ... 26th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. VANDALIA ... About 16th July	FOR HAVRE & HAMBURG: S.S. SAXONIA ... 9th Aug.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... About 23rd July	FOR HAVRE & HAMBURG: S.S. SYLVIA ... 23rd Aug.
	FOR HAVRE & HAMBURG: S.S. SLAVONIA ... 6th Sept.

COAST SERVICE.  
S.S. KOWLOON For TSINGTAU, NAGASAKI & VLADIVOSTOK On 9th July.  
Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th July, 1908.

# EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
FOOCHOW & VLADIVOSTOK	"OURONIA"	On 15th July

For Further Particulars, apply to  
Hongkong, 26th June, 1908.MELOHRS & CO.,  
AGENTS.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE". Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,188 Tons	SATURDAY, 11th July ... 4th Aug.	
"EMPERESS OF CHINA"	6,000 "	SATURDAY, 25th July ... 15th Aug.	
"GLENFARG"	3,700 "	SATURDAY, 8th Aug. ... 6th Sept.	
"LENNOX"	3,700 "	WEDNESDAY, 9th Sept. ... 8th Oct.	
"EMPERESS OF INDIA"	6,000 "	THURSDAY, 24th Sept. ... 12th Oct.	
"EMPERESS OF JAPAN"	6,000 "	THURSDAY, 22nd Oct. ... 9th Nov.	

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW-PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Port or New York ... 27-1-10 Intermediate on Steamers ... 2-10, " 2-12, and 1st Class Railways ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Prays, opposite Black Pier.

# CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via Suez—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinawato, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS. NAPLES to HONGKONG in 28 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC—Victoria (B.C.), Vancouver, Seattle, San Francisco.

## CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver  
Passengers to Overland and Europe }  
YOKOHAMA to VANCOUVER 13 DAYS  
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

↑ AMIRAL EXELMANS 25th July	↑ MALTE ... 12th Oct.
↑ OUESANT ... 27th Aug.	↑ CEYLAN ... 26th Nov.
	↑ CORSE ... 11th Jan. 09

↑ No Passengers. ↑ Intermediate Class and Rates of Passage.  
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins. All Round the World. Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

782

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon—midships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 11th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 18th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th July, 1908.

14

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. PASSAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VOEUX ROAD, HONGKONG.Japan Office:—  
14, WATER STREET, YOKOHAMA.

## SHIPPING IN PORT.

STEAMERS
AMARA, British str., 1,544, C. J. Matlock, 30th June—Hongkong 27th June, Coal—Jardine, Matheson & Co.
ANGHI, German str., 1,001, C. Kumpel, 7th July—Bangkok 26th June, Rice and Wood—Butterfield & Swire.
AUCHWATER, British str., Galloway, 26th June—Kuchinots 30th June, Coal—Dodd & Co.
BOURBON, French str., 997, La Ball, 5th July—Saigon 1st July, Divers—Chineco.
BUSUN MARU, Japanese str., 1,801, M. Nemoto, 5th July—Shanghai via Swatow 4th July, General—Osaka Shosen Kaisha.
CARGI, Italian str., 2,880, D. Pedani, 5th July—Singapore 29th June, Cotton—Carlowitz & Co.
CARL DIDERICHSEN, German str., 744, T. Kayser, 7th July—Haiphong and Hoihow 6th July, General and Pipe—Jensen & Co.
CHIMES, British str., 1,143, J. Warrick, 28th June—Haiphong via Hoihow 24th June, General—Butterfield & Swire.
CHINA, American str., 3,166, D. E. Friele, 2nd July—San Francisco 2nd June, Mails and General—Pacific Mail S.S. Co.
CHINRIKANO, British str., 1,319, F. Robertson, 5th July—Wuhu 28th June, General—Butterfield & Swire.
CHRISTIAN ROSS, Norwegian str., 2,789, Einar Hille, 28th June—Moji via Kuchinots 20th June, Coal—Wallen & Co.
COURTFIELD, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.
EAL OF DOUGLAS, British str., 2,761, John Jameson, 1st July—Port-Kemba 10th June, Coal—Messageries Maritimes.
DEWENT, British str., 1,245, J. Jenkins, 22nd June—Saigon 15th June, Rice—Chineco.
ELIA, German str., 2,719, Hans Bruhn, 6th July—Hamburg 24th May, General—Jensen & Co.
FAUSANG, British str., 1,410, Malkin, 25th June—Saigon 23rd June, Rice—Jardine, Matheson & Co.
FOREST DALE, British str., 2,955, Neall, 6th July—Sourabaya 17th June, Sugar—Butterfield & Swire.
GILBERT, French str., 778, Donarou, 7th July—Haiphong and Hoihow 6th July, Coal and Mails—Oreier.
GUADIANA, French str., 1,608, Veyia, 4th July—Saigon 30th June, General—Messageries Maritimes.
HELIOPHOS, British str., 2,076, J. W. Martin, 1st July—Chinwangtao 25th June—Gibb, Livingston & Co.
HOBANG, British str., 1,359, Jas. M. Hay, 5th July—Japan 28th June, Coal—Jardine, Matheson & Co.
HUPPER, British str., 1,204, G. J. Spink, 5th July—Haiphong and Hoihow 4th July, Rice—Butterfield & Swire.
KIANGPENG, Chinese str., 1,222, H. Uddin, 2nd July—Chinkiang 25th June, General—Chineco.
KINTUCK, British str., 2,995, B. C. Lewis, 30th June—Foohow 23th June, General—Butterfield & Swire.
KNIVSBURG, German str., 614, D. Heak, 23th June—Touane June 25th, and Hoihow 23th, Sugar and Rice—Jensen & Co.
KORAK, German str., 1,300, W. Schmidt, 1st July—Bangkok 24th June, Rice—N. D. L.
KOWLOON, German str., 1,447, A. Enigh, 5th July—Vladivostok 26th June, General—Hamburg-Amerika Linie.
KWANGHAI, Chinese str., 1,536, Wm. H. East, 4th July—Shanghai 30th June, General—Chineco.
KWEIYANG, British str., 1,044, Dawson, 2nd July—Newchwang June 25th, and Chefoo 26th, Beans and General—Butterfield & Swire.
KWONGSANG, British str., 1,423, W. Palmer-Baker, 7th July—Shanghai July 2nd, and Swatow 6th, General—Jardine, Matheson & Co.
MANGCHU, American str., 8,750, J. W. Saunders, 6th July—San Francisco and Shanghai 3rd July, Mails and General—Pacific Mail Steamship Co.
MANDARIN MARU, Japanese str., 4,451, Nagatsu, 6th July—Kuchinots 30th June, Coal—Mitsui Bussan Kaisha.
MINNESOTA, American str., 13,323, Charles Austin, 3rd July—Seattle June 2nd, and Shanghai 30th, General—Great Northern Steamship Co.
MONTEAGLE, British str., 3,953, W. Davison, 23rd June—Vancouver 28th May—Saigon 30th June, General—C.P.R. Co.
MORILLAS, British str., 1,737, E. W. Batton, 24th June—Fremantle 6th June, Sandalwood—Gillman & Co.
NANSAN, British str., 1,950, Allan Jones, 26th June—Saigon 22nd June, Rice—Bradley & Co.
NIKKO MARU, Japanese str., 3,434, T. L. Harrison, 7th July—Yokohama & Nagasaki 3rd July, General—Nippon Yusen Kaisha.
OAKPA, British str., 5,308, W. Cope Lyett, 6th July—Mails 4th July, General—Butterfield & Swire.
ONGANG, British str., 1,787, R. Cox, 14th June—Moji 7th June, Coal—Jardine, Matheson & Co.
PREUMPER, British str., 1,065, J. H. Scott, 4th July—Saigon 30th June, General—Chineco.
PRELANGE, German str., 1,008, Fr. v. Mangelsdorf, 2nd July—Bangkok June 22nd, via Kuchinots 26th, Rice, Teakwood and Salt—Butterfield & Swire.
PRYANLOK, German str., 1,200, T. Heynaga, 6th July—Bangkok 30th June, Rice—Butterfield & Swire.
POCAHONTAS, British str., 1,740, F. G. Cox, 14th June—Salina Cruz 12th May—Order.
PROTEUS, Norwegian str., 1,024, C. Möller, 5th July—Bangkok 24th June, Rice—Asgaard, Thorsen & Co.
QUINTA, German str., 987, F. Frahm, 3rd July—Wakamatsu 26th June, Coal—Stemmen & Co.
ROHANG, British str., 2,579, Nasbit, 14th June—Kobe 6th June, Ballast—Asiatic Petroleum Co.
SAXONIA, German str., 4,424, G. Habel, 5th July—Manila 2nd July, General—Hamburg-Amerika Linie.
SHAOHSING, British str., 1,307, McIntosh, 7th July—Shanghai 2nd July, General—Butterfield & Swire.
SHIKH, British str., 2,828, F. Waver, 7th July—Moji 30th June, Coal—Mitsui Bussan Kaisha.
SHINCHIKU MARU, Japanese str., 3,800, H. Yamanaka, 4th July—Moji 27th June, Coal—Osaka Shosen Kaisha.
SKAMSTAD, Norwegian str., 860, T. M. O. Agard, 3rd July—Saigon 28th June, Rice—Asgaard, Thorsen & Co.
SUMATRA, German str., 507, Meinken, 12th June—New Guinea 20th May, and Pels Island 2nd June, Copra—Molokers & Co.
SURKINGANG, British str., 987, G. H. Penzance, 27th June—Cebu and Hoihow 23rd June, General—Butterfield & Swire.
TIENTSIN, British str., 1,227, E. Monkman, 7th June—Amoy 5th June, General—Butterfield & Swire.
TYAN, British str., 5,720, B. Day, 7th July—Tacoma via Ports 10th June, Flour, Lumber and General—Butterfield & Swire.

TAILWONG, Dutch str., 3,060, N. van Wyk, 5th July—Java 27th June, General—Java-China-Japan Lijn.

TENTAT, German str., 1,002, O. Koch, 5th July—Bangkok 27th June, Rice—Butterfield & Swire.

VAUSHAL, British str., 2,346, Bradhorning, 12th June—New York 14th March, and Labuan 6th June, Case Oil—Standard Oil Co.

WINGSANG, British str., 1,517, D. A. King, 22nd June—Wuhu and Chinkiang 16th June and Hoihow—Jardine, Matheson & Co.

YURKAWA, British str., 1,108, P. Kolla, 6th July—Manila 3rd July, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,619, R. Rodgers, 6th July—Manila 4th July, Hemp and Sugar—Shevan, Tomes & Co.

# BETTER THAN COPAIBA! MATIGO GRIMAULT & Co. CHEMISTS, PARIS.

Renowned Physicians prescribe Grimault's Matigo as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaliba, do not cause eruptions on the skin or other nausea.

MATIGO INJECTION is used in recent MATIGO CAPSULES in the most chronic cases.

# CURE FOR ASTHMA GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from OPPRESSION in breathing, SOBBERS, and BRONCHITIS, GRIMAULT'S, as DIFFICULT as EXpectorant. Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & Co. PARIS  
Sole by all Chemists.

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with THE CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED  
General Agents for China and Japan  
Hongkong, 4th August, 1898.FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.  
A Comprehensive and Complete Record of theNEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY PRESS,**  
with which is incorporated  
THE CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

## MAIL TABLES FOR 1908.

Shows the dates of departure of the Mail, to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents  
On Paper ... 20  
On Sale at the Hongkong Daily Press Office  
Hongkong, 17th January, 1908.

## 報新外中港香 CHUNG NGOI SAN PO (Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immovably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong; 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

## PRINTING

## BOOKBINDING

## ALL DESCRIPTIONS

## BUSINESS CIRCULARS,

## COMPANY PROSPECTUSES,

## COMPANY REPORTS & BALANCE SHEETS

## BILLS OF LADING,

## FIRE & MARINE INSURANCE FORMS

## STOREKEEPERS' PRICE LISTS,

## COMMERCIAL CODES,

## COMMERCIAL FORMS OF ANY KIND,

## MENT CARDS, VISITING CARDS, INVITATION CARDS, &c.



